

# SWEAR TO BE TRUE BEFORE A 'SQUIRE.

Jersey Soldier and Sweetheart Plight Their  
Troth in a Novel Way.

Lemuel Meekins, of Fairview, N. J., is going to be a soldier in the Philippines. This means three years' absence from the girl of his choice, Miss Laura Morgenson, of Granton, N. J. Each has sworn constancy to the other, the agreements having been duly made before Justice of the Peace George F. Seymour, of Hoboken. Here they are:

**WHAT HE PROMISES.**  
1. Lemuel Charles Meekins, do solemnly swear to remain unmarried and unengaged for the period of three years and six months from date.  
To pay no marked attention to any unmarried woman or widow during said period other than the attention due from any gentleman.  
To carry on no correspondence by mail or communication by telephone with any unmarried woman or widow.  
If wounded on the field of battle to receive care or attention from only those employed regularly as nurses.  
To receive no attention from any school teacher who may be in the Philippines during said period; and  
I do further agree to save from my regular pay 75 per cent. of all moneys received from the United States Government during the term of my enlistment.

**WHAT SHE PROMISES.**  
1. Laura Amelia Morgenson, do solemnly swear to remain unmarried and unengaged for the period of three years and six months from date.  
To receive no marked attention from any unmarried man or widower during the said period of three years and six months.  
Not to be escorted to or from or to be present at any church service, concert, musical, picnic, excursion, outing, theatre, baseball game or any place of public amusement or recreation with any unmarried man or widower, or any man other than members of my own immediate family; and  
I do solemnly swear not to carry on any communication or correspondence by mail or telephone with any unmarried man or widower, or encourage, promote or foster any courtship whatsoever during the said period of three years and six months.

# POLICE TOWELS BLOOD-STAINED.

Two Found in West Forty-seventh Street Station After McAuliffe Was Imprisoned There.

Following close on the finding of blood in the cell at the West Forty-seventh street police station occupied by James McAuliffe, concerning whose murder suspicion attaches to the police, comes the woman who makes the beds at the station and who states that on the morning following the murder she was called upon to cleanse an unusual number of blood-soaked towels.

Mrs. Mary Feehan, a widow living at No. 511-2 West Thirty-ninth street, has been employed at the West Forty-seventh street station a number of years, it being her duty to make the beds and wash for the dormitories occupied by the policemen.

Washed the Towels.  
Once or twice a week she has gathered the soiled towels from the different parts of the station and has taken them home to launder them.

She always did the Monday mornings and occasionally once during the week. The Monday morning after the arrest of McAuliffe Mrs. Feehan says that under the common wash bowl near the squad-room there were two long roller towels well soaked with blood.

She thinks there may have been other and smaller blood-soaked towels, but does not remember definitely.

As the towels were dry she imagined the blood had been on them since the preceding Saturday night or early Sunday morning.

"Of course, I have found bloody towels there before," said Mrs. Feehan.

# NOT EARNED AT BIG HOTEL FIRE.

Two Women Give Startling  
Testimony to  
Coroner's Jury.

NO SAFETY APPLIANCES.

Goldenkranz Begins His Investigation of the Park  
Avenue Disaster.

Many important facts were brought out to-day at the first session of the inquest into the Park Avenue Hotel fire in which twenty-one persons lost their lives.

Battalion Chief Ross admitted that the hotel had not been inspected, since a year ago last January.

Both he and Fire Chief Croker insisted that the hotel fire was separate from the armory fire.

Fire Chief Croker testified that there was no fire-fighting appliances in the hotel whatever.

He admitted that he has sent no men up to the hotel roof, but said that as there was plenty of snow he considered that there was no danger from sparks.

The official report showed there were 600 rooms, but no ropes or fire escapes.

Miss Lida Leggett, a guest of the hotel, said she had received no warning of any kind, and Mary Josephine Carmody, a trained nurse, corroborated her testimony.

DETAILS OF WHAT  
THE JURY HEARD.

John D. Lindsay represented the proprietor of the Park Avenue Hotel, Frederick A. Reed. The District Attorney was represented by Deputy Assistant Attorney General.

After witnesses had testified as to the twenty-one deaths, Andrew J. Patterson, armorer of the Seventy-first Regiment, was called. He lived in the armory before the fire. He told of the start of the fire and of the escape of himself, wife and two children over the armory roof to an apartment-house on Thirty-fourth street.

Explosions in Armory.  
"How much ammunition was stored in the armory?" asked Mr. Sanford.

"There were 40 pounds of black powder, 12 pounds of smokeless powder and 20,000 rounds of 40-caliber full cartridges. These were stored in the magazines under the sidewalk, on the Thirty-fourth street side."

Battalion Chief L. Ross was the next witness. When he got to the fire about sixty feet of the armory was burned.

"Which way was the wind blowing that night?"

"From the east."

"And sparks from the fire were blowing across the Park Avenue Hotel?"

"Yes, sir."

The witness said he went into the

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# VERY LATEST NEWS IN BRIEFEST FORM.

TWO DETECTIVES FINED.

Magistrate Pool, in the Yorkville Court to-day, fined Detectives Henry F. Kane and George Smith, of the East Twenty-second street station \$10 each for disorderly conduct, on the complaint of Mrs. May Minstrel, of No. 149 East Twenty-second street, who alleged she had been insulted by them.

ODD COINCIDENCE IN ACCIDENTS.

Mrs. Julia Welch, a widow, of No. 304 East One Hundred and Third street, and Mrs. Magdaline Feldman, a widow, of No. 153 East One Hundred and Tenth street, were struck and injured by trolley cars at almost the same moment within a few blocks of each other in Harlem this afternoon. Mrs. Welch was struck by a Second avenue car, at the corner of One Hundred and Third street, and Mrs. Feldman's accident occurred at One Hundred and Eleventh street and Third avenue. Neither woman was badly injured.

DUPED BY HOHENZOLLERN TARS.

Curio seekers who purchased plates and beer steins from the jackies on the royal yacht Hohenzollern, have discovered that they were duped, and that articles sold them were really cast-off things from the ocean steamer Hohenzollern.

SAID HE WANTED TO KILL HIMSELF.

A man describing himself as Stephen Deuck, twenty-nine years of age, a blacksmith, of No. 46 Bergen street, Brooklyn, walked into St. Francis' Hospital this afternoon, and said he wanted to kill himself. He was arrested and committed from Essex Market Court to Bellevue Hospital for observation.

LATE RESULTS AT NEW ORLEANS.

Fifth Race—Deloraine 1. Silver Coin 2. Major Mansir 3. Sixth Race—Van Hoorebeke 1. Pay the Fiddler, Lovable.

VAN WYCK ON LOW'S MESSAGE.

Former Mayor Van Wyck is quoted as saying of Mayor Low's message: "He is simply approving of every great public work inaugurated by the Democratic administration during the last four years. I am glad he so completely indorses me."

POLICE CAPTAIN'S BROTHER ARRESTED.

Andrew M. Copeland, of No. 50 Howe street, a brother of Capt. Copeland, who has a second-hand metal store at No. 50 Ann street, was arraigned in the Centre Street Court to-day on a charge of receiving stolen goods and was held in \$1,000 bail to await the action of the Grand Jury. Two men employed in his store were also held on the same charge. All three were bailed.

TRANSFERS WAGON RUNS DOWN A CHILD.

Joseph Leavy, seven years old, living at No. 454 St. Nicholas avenue, was run down by a wagon of the Manhattan Transfer Company, driven by Percival Norcott, this afternoon at One Hundred and Thirty-fourth street and Eighth avenue. The boy's left thigh bone was broken. He was sent to his home, where Dr. Hanscombe said the injury was serious and might result in permanently crippling the boy. Norcott was arrested.

SMUGGLED BEANS SOLD AT AUCTION.

An auction sale of smuggled beans was held in the seizure room of the Public Stores to-day. There were over two hundred barrels of the succulent favorite of Boston and they brought \$2,700, an average of \$1.50 per bushel. The beans were seized from a firm that had smuggled beans from Canada for years and escaped detection until this particular consignment arrived. The members of the firm have disappeared.

MORPHINE KILLS CORA STEWART.

Cora Stewart, twenty-four years old, of No. 28 Hamilton street, died in Gouverneur Hospital this afternoon of morphine poisoning. She was discharged from the hospital last Friday, having been under treatment for the same thing that killed her. A man giving his name as William Carpenter notified the police of the woman's illness. Carpenter is being sought for to explain the circumstances of the death.

ALDERMEN OPPOSED LOW'S CHARTER AMENDMENTS.

The Board of Aldermen this afternoon vigorously attacked the Mayor's amendments to the charter, and adopted a resolution, offered by Mr. Sullivan, opposing their passage by the Legislature. All the Tammany men and seven Republicans voted for the Sullivan resolution. The Republicans who voted with the Tammany men are Liebeck, Stewart, Goldwater, Geismann, Donnelly, Downing and Alt.

SCHWAB RE-ELECTED TRUST PRESIDENT.

Charles M. Schwab was re-elected President of the United States Steel Corporation at a meeting of the directors, held this afternoon. E. H. Gary, secretary of the Executive Committee, also was re-elected. Richard Trimble was elected secretary and treasurer.

Mr. Schwab was also elected to-day an honorary life member of the Clifton Boat Club of Staten Island.

WOULD MAKE GAS CHEAPER.

Alderman "Tim" Sullivan has prepared a resolution for the Board of Aldermen, fixing the price of gas in Manhattan and the Bronx at 75 cents per thousand cubic feet. It is contended that under section 1,539 of the charter the Board has the right to fix the price.

# ETRURIA IS BROKEN DOWN AND HELPLESS

Liner Headed for Azores in Tow, but Making No  
Progress, Evening World Correspondent Cables.

The big Cunard liner Etruria, which lost her propeller and rudder in mid-ocean on the evening of Feb. 26, and was reported to-day in tow of the steamship William Cliff making for Azores, is still far from port and making little progress.

This information comes from an Evening World correspondent, who is a passenger on the Etruria.

The cablegram of The Evening World's correspondent, which gave the first news of the overdue liner, came from Horta, the capital of Fayal, in the Azores, to which port it was taken by the captain of the oil-tank steamer Ottawa, from Philadelphia, which spoke the Etruria last Friday. The cablegram reads as follows:

"HORTA, Azores, March 4.  
"The Etruria lost her propeller and steering gear in mid-Atlantic on the evening of Feb. 26. Drifted helpless in a heavy sea all night, making continuous signals. Too much cannot be said for the bravery and coolness of Capt. Stephens, whose example filled the passengers and crew with courage.

"They are trying to tow the Etruria to the Azores. As I write we are in tow of the steamer William Cliff, but are making no headway. Wind and sea against us and Cliff not strong enough to do more than hold us steady.

"Propeller and rudder went to bottom of the ocean without warning. The Etruria was in the regular lane of travel at the time, but during the night drifted out of the track of steamers. The William Cliff, which is towing us, is a North Transatlantic steamer from New Orleans of about 2,000 tons.

"Passengers have all petitioned to be transferred to the first steamer passing, bound for any port. Much discouragement is felt because the Cliff is unable to get us along with any speed. Most of the time we do not move ahead at all.

"All are well on board, and after the first excitement everything has been quiet. They are trying to lash spars to make a rudder. Captain of oil-tank steamer Ottawa from Philadelphia has promised to file this at first port touched. Capt. Stephens wishes to assure all that there is no danger.

ROBERT J. CAMPBELL."

DAYS BEFORE LINER REACHES PORT;  
LONG DELAY AHEAD FOR PASSENGERS.

The management of the Cunard line has extended to The Evening World the sincere thanks of the corporation for copies of the cablegram from the representative of this newspaper on the disabled Etruria.

"The message from your reporter brings us desirable and welcome news," said one of the officials of the line this afternoon. "Our information was simply a bulletin that the Etruria had been sighted in tow.

Long Delay for Passengers.

"Powerful tugs have been sent from Liverpool to tow the Etruria to that port. Unless all signs fail it will be well along in the month before the passengers get to their destinations. They will probably be sent from the Azores by some other line.

"A cablegram from Liverpool announces that the company expects the Etruria to reach a port in the Azores to-night or to-morrow. In view of the report of your representative that little headway is being made, I do not think it possible that the steamer will reach a port before the 4th or 5th of the month. We have repeated The Evening World's cablegram to our Liverpool office."

Only One Line to the Azores.

In case the Cunard line does not send a special steamer from Liverpool for the passengers of the Etruria—and such a step is not likely—they will have to leave the islands on a ship of the Insular Navigation Company, the only line running from the Azores to Europe.

Mr. Adolph Falk is the representative of this line in New York.

"One of our ships sailed for Lisbon and Malaga from St. Michaels on March 1," said Mr. Falk this afternoon. "No other ship sails until March 15."

Great Uneasiness Was Felt.

The big liner was three days overdue at Queenstown this morning and reinsurance at Lloyd's in London was four guineas per cent. with few takers. Swift and staunch as the vessel is, there was great uneasiness about her.

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# CUNARD COMPANY THANKS EVENING WORLD.

The Cunard Steamship Company (Limited), Vernon H. Brown & Co., Agents, No. 29 Broadway.

New York, March 4, 1902.

Editor of The Evening World, New York City.

Dear Sir: I am indebted to your courtesy for copy of despatch received by you from Horta, under date of March 4, from Mr. R. J. Campbell, Jr., a passenger on Etruria, giving particulars of the accident to that steamer. Please accept my thanks for the information and for your courtesy in so promptly advising. Yours truly,

VERNON H. BROWN.

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# EASY FOR THEM TO MAKE MONEY.

TWO COINERS CAUGHT WITH  
THE GOODS.

Big Pile of Shiny New Dimes and  
Quarters Found in  
a Cellar.

While looking for a thief named John Panning, alias "Curley," in the hope of connecting him with a small robbery, Detectives Clark and Peabody to-day stumbled upon him manufacturing bogus money. He was being assisted by one John Morrissey, well known to the police.

The men were found on the ground floor of the rear tenement at No. 24 Eldridge street. They had a complete counterfeiting plant and had just finished a shiny batch of quarters when discovered. Quite a pile of bogus dimes and 5-cent pieces was seized by the detectives. The workmanship was excellent.

Fanning and Morrissey have been booked for the East Side with the product of their molds. They had occupied the rooms in which they were found for two weeks.

# WEATHER FORECAST.

Forecast for the thirty-six  
hours ending at 8 P. M.  
Wednesday, for New York  
City and vicinity: Fair to-  
night; Wednesday, snow, or  
rain; fresh northwest to  
north winds.

# TO-NIGHT'S EVENTS.

Dinner to the Rev. Dr.  
Lyman Abbott, No. 111  
Fifth avenue.

New York Historical So-  
ciety meeting, No. 111 Sec-  
ond avenue.

Annual meeting of the  
Road Drivers' Association,  
Hotel Rossmore.

Columbia University lec-  
ture, Great Hall of Cooper  
Union.

New York Entomologi-  
cal Society, meeting, Mu-  
seum of Natural History.

Social Reform Club, No.  
128 East Twenty-eighth  
street.

Lecture, Central Presby-  
terian Church, No. 214 West  
Fifty-seventh street.

Tammany Club, Tenth  
Assembly District, No. 64  
Second avenue.

People's Institute, lec-  
ture, Cooper Union.

Address, Automobile Club  
of America, No. 752 Fifth  
avenue.

Concert, First Presbyter-  
ian Church, Fifth avenue  
and Twelfth street.

Annual meeting Hospital  
Guild, No. 65 East Sixty-  
sixth street.

Amelia Relief Society  
hall, Lexington Opera-  
House.

East-Pennsylvania Railroad—West  
The great connecting link between the  
commercial centre of the country. Fast trains at  
convenient hours.

# MRS. PHILBIN SUES SENATOR PLATT.

HIS EXPRESS COMPANY LOST  
HER PACKAGE.

It Contained Batiste Waists and  
Things of that  
Sort.

Senator Platt and George W. Silinger-  
land are being sued by Mrs. Jessie  
Halladay Philbin, wife of the former  
District Attorney. The defendants are  
the responsible parties in the Century  
Express Company.

Mrs. Philbin is represented by her  
husband's law firm of Philbin, Beckman  
& Marks, of No. 111 Broadway, and  
the defendants are represented by  
Boardman, Platt & Haley.

Mrs. Philbin sues for the value of a  
package shipped on Aug. 16, 1899, con-  
signed to E. A. Philbin, at Hightstown, N. J., and \$50 damages for the failure of  
the package to reach its destination.  
The package, Mrs. Philbin alleges, con-  
tained:

One black spangled net dress with silk  
foundation and lining, low neck and  
gown to the value of \$150  
One white batiste waist..... 25  
One lavender batiste waist..... 15

There have already been several ad-  
judgments of the case, and it is set  
down for trial on Thursday.

# BRODRICK SATISFIED.

LONDON, March 4.—In introducing  
the army estimates, £29,310,000, in the  
House of Commons to-day, the War  
Secretary, Mr. Brodrick, said the War  
Office had done its work well, consider-  
ing that a war had never before been  
 waged on such a scale as the South  
African war.

The War Office to-day was feeding  
30,000 men and 34,000 horses in South  
Africa, and there were no complaints  
on that score.

# CLUNG SEVEN DAYS TO WRECK OF SHIP.

CREW OF SCHOONER HAD AN  
AWFUL EXPERIENCE.

Only Bits of Salt Pork to Eat, and  
Beaten by Terrible  
Storms.

(Special to The Evening World.)  
HALIFAX, N. S., March 4.—Capt.  
Pendleton and his crew, the Ameri-  
can schooner LAURA, arrived this after-  
noon from Chester, where they had  
been landed from the Norwegian bark  
Fortuna.

The captain and crew were taken off  
their schooner on Feb. 16 in an almost  
dying condition by the storm.

Four of the men were so badly  
wounded that they had to be carried aboard the  
Fortuna.

Capt. Pendleton and his men told a  
story of hardships and thrilling  
adventure. The Laura left Savannah on  
Feb. 1 with a cargo of lumber, bound  
for New York. Terrible weather was  
experienced two days after the vessel  
left port.

She struggled and tossed continu-  
ously in an angry sea for forty-eight  
hours. During the gale one of the  
masts was carried away and the vessel  
sprung leaks. The water beat her men  
at the pumps and gained so rapidly  
that the vessel soon filled, and the  
captain and crew were obliged to make  
refuge on the roof of the deckhouse.

They managed to secure a quantity  
of salt pork and a small quantity in  
raw state was served out to each man  
with a small allowance of water. The  
men remained on the deckhouse for  
seven days and seven nights, suffering  
terribly.

On the seventh day two of the mem-  
bers became unconscious. The others  
were exhausted when the bark Fortuna  
bore down on the Laura.

# THE PIN, THE PRICE AND THE POLICE.

LOST DIAMOND BRINGS TROU-  
BLE TO TWO FAMILIES.

Finder Didn't Get \$500 Reward,  
and Owner Doesn't Get  
the Gem.

Mrs. George A. Schinzel, of No. 3738  
Jefferson avenue, Brooklyn, saw a large  
diamond heart lying on the floor of  
Madison Square Garden on the night  
of the Arion ball. Like a prudent wom-  
an she picked it up and took it home.

Mrs. M. J. Caley, of No. 215 West Thir-  
ty-fourth street, was at the Arion ball  
profusely decorated with gems. One of  
her ornaments was the diamond heart  
that Mrs. Schinzel found.

Mrs. Caley advertised that she would  
pay \$500 reward and refrain from being  
inquisitive if the finder would return  
the pin. Mr. Schinzel, who is a cler-  
man advocate, according to his office  
sign, went over to conduct the negotia-  
tions.

He said that Mrs. Caley wouldn't pay  
the reward. Mrs. Caley says that  
Schinzel wanted \$300 additional as coun-  
sel fee. Mrs. Caley said in a policeman,  
who annexed the pin.

Now the police have the pin and Mrs.  
Caley and the Schinzels have trouble.  
Negotiations looking to a compromise  
are in progress.

To Cure a Cold in One Day  
Take Laxative Broom Quinine Tablets. All drug  
stores refund the money if it fails to cure. E. W.  
Grove's signature is on each box. 25c.

To St. Louis Via Pennsylvania  
Limited.

No extra fare. Fast time; matchless service.

# FAST TRAIN WAS HEADED FOR WRECK.

B. AND O. EXPRESS STOPPED  
JUST IN TIME.

Freight Cars Derailed Were  
Thrown Across the Tracks on  
Which Flyer Was Speeding.

WESTFIELD, N. J., March 4.—The  
Baltimore & Ohio express had a narrow  
escape from being wrecked while on the  
way to New York to-day. The train  
runs over the tracks of the Central  
Railroad of New Jersey as far as  
Bound Brook.

There are four tracks, those on the  
outside being used for freight trains  
and those on the inside for passenger  
trains. A long coal train on the Cen-  
tral Road, bound for New York, came  
rattling along about 10 o'clock when,  
just as it reached the Westfield sta-  
tion, it broke in two and four of the  
centre cars were derailed and thrown  
across the tracks.

The Baltimore & Ohio express was  
due, and only the prompt setting of the  
danger signal against it prevented it  
from crashing into the wrecked coal  
cars.

As it was, the express was stopped  
just in time to avert what might have  
been a serious accident.

Traffic was delayed until a wrecking  
train arrived and cleared the tracks.

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